

A New York Hotel of Good Reputation and Fine Location

In changing our living place the last of September, circumstances arose that brought us back to the HOTEL BELLECLAIRE, Broadway at 77th St., where we lived once before for two years and liked it very much.

The Belleclaire changed ownership June 1 last—but the Belleclaire was Belleclaire to us and that is why we returned to it.

Habit is strong with all of us, as you know. We form attachments for people or places and we cling to them—as we should.

In returning to the Belleclaire, we met guests that have lived here for years. Its ownership might change but Belleclaire is home to them. Home is the big factor in the lives of all of us, is it not?

The new owner of the Belleclaire is WALTER GUZZARDI, a man with a stock of experience that qualifies him as one of the most able and affable hotel owners in the country.

He and I sat together in the main dining room Wednesday night, talking over his plans for the future.

Mr. Guzzardi said he was glad to own the Belleclaire for its good reputation and its fine location. He hopes to add to its reputation, but he can't do anything with the location except to emphasize its convenience to people in and out of town.

The thought constantly in the mind of Mr. Guzzardi is: "What can I do today that will make the Belleclaire better tomorrow?"

With that thought uppermost in the mind of an alert, experienced hotel man, improvement is bound to be made.

Great improvement is already manifest.

From June 1 last, until October 1, painters, decorators, furnishers, have been at work. They have accomplished wonders.

The Belleclaire looks, and is, a most attractive home, "more nearly a real home than any of the hotels we have ever stopped at," guests say.

Many guests have written Mr. Guzzardi very complimentary letters about the great transformation which has taken place in the Belleclaire and the greatly improved service he is giving there.

"Yesterday" with Mr. Guzzardi means only what was done to build reputation. "Today" means putting himself in the position of a guest, and making observations, accordingly.

He arrives at his hotel every morning from his home in Flushing. As he alights from his automobile, he imagines himself a guest arriving at the hotel. He observes, in turn, the automobile attendant, the doorman, the bellboy, the clerks. He notices that all are on the alert, ready with a smile to serve any guests.

He asks the clerk to give him a key to a different room every morning. Taking the elevator, he quickly observes whether the elevator and the elevator operator are working right. On his way to the room, he notices the hallway. Is it clean?

Entering the room, does it look right? Is everything in its place? He tests the telephone. He looks in the bathroom. Is it clean? Does the water run freely? Are there plenty of towels? He tests the dining room service. By telephone, he orders coffee, which is promptly served hot in a thermos pot.

After leaving the room, he returns to the lobby and leaves the key with the clerk—and then he changes from guest to hotel man.

He visits every part of the hotel every day. Every day, in spite of every care taken by everybody in the organization, something is found to correct, and it is corrected at once.

That which is wrong today therefore becomes right tomorrow. "Today and Tomorrow" throughout the entire organization.

His general manager, Mr. Heath, and his assistant manager, Mr. Sheppard, are as keen to find out every day if everything is going right as Mr. Guzzardi. He has two very able associates in these men.

You can understand, therefore, why the Belleclaire is always in order—why it is always prepared to receive guests in a way to make them feel at home at once.

The main dining room, which fronts on Broadway, and L's along the 77th Street side, where it opens into its ally—the Palm Room—gives a very pleasant environment, while being courteous and promptly served with good home dishes splendidly cooked, including Belleclaire's famous dish, APPLE PIE, which has been made by the same chef for 14 years. The dining room and its ally are both patronized to capacity. But there is a grill room, too—one of the most homelike and attractive in all New York. Mr. Guzzardi has plans for this grill that will be told about later on.

The dining service is in charge of the two Toms—affectionately called by all guests as "Old Tom" and "Young Tom." What these two Toms don't know about giving good service to patrons has never yet been spoken or written.

Tonight, Mr. Guzzardi is providing his guests and their friends with a Sunday night concert. This is just one more step he is taking to make the Belleclaire a charming place in which to live permanently or to stop transiently or to dine regularly and to be sure always of getting very good things to eat.

Sincerely yours, William C. Freeman.

CRAIG FINDS FLAWS IN TRANSIT SOLUTION

Specifies 20 Objections in Analysis of Commission Proposals.

SEES INCREASED FARE

Fears Domination of City Properties by Irresponsible Board.

INDICATES HYLAN SLOGAN

Comptroller's Outline Accepted as a Forecast of Election Strategy.

Comptroller Charles L. Craig made public yesterday an analysis and criticism of the plan recently promulgated by the Transit Commission to solve New York's traction problems. Mr. Craig finds, among other features in his analysis, that the plan will provide for an increased fare; for the release of the present operating companies from the obligations involved in the dual subway contracts and for the "domination of two generations to come" of the city's properties by an "irresponsible" board against which neither the city nor the people will have any redress. Mr. Craig's outline of his attitude toward the Transit Commission's plan was accepted last night as indicative of the plan of attack that the Hylan-Craig-Hulbert combination intends to make, using the five cent fare slogan as its battle cry in the municipal campaign.

Summary of Criticism.
Mr. Craig has summarized his objections to the Transit Commission's plan as follows:

"1. Release of the Interborough and B. R. T. corporations from their contract obligations to operate the dual subway system at a five cent fare for forty-nine years.

"2. Release of the New York Railways and other surface lines from franchise obligations for a five cent fare.

"3. Release of all lines from all obligations to pay franchise taxes or any other kind of taxes.

"4. The surrender by the city of its lien upon all of the equipment provided by the Interborough under contracts Nos. 1 and 2 given as security for faithful performance by the Interborough of its contract obligation and which may be foreclosed as a mortgage upon default.

"5. Release of the Interborough from the obligations of a million dollar contract bond for the performance of its contract obligations.

"6. Release of the B. R. T. from the obligation of a million dollar contract bond for the performance of its contract obligations.

"7. A 'cost plus' fare to be fixed from year to year by a board of control composed of one representative from the Interborough, one from the B. R. T., one from the surface lines, and one from the city.

"8. The domination of the city's properties for two generations to come by an absolutely irresponsible board of control against which neither the city of New York nor any of the people therein have any redress whatever.

"9. The water that has been squeezed out of the mass of traction securities sold to the public is to be put in again. The price to be paid by the city in guaranteed 5 per cent. bonds for outstanding traction stocks and bonds is to be determined, not by what they will bring in the open market, but by a new valuation which will represent the real value in the transportation properties," according to the statement of Mr. McAneny and his associates.

"10. The lines that have failed in private operation are to be unloaded on the city at a valuation acceptable to their security holders, in and hence guaranteed by the city's investment in its subways to earn 5 per cent., and which may run as high as 8 1/2 per cent., are to be delivered in franchise for securities now outstanding, many of which are unsalable and some of which are quoted at less than five cents on the dollar.

"11. Speculation in bonds instead of stocks, with an insider's device for market manipulation unsurpassed by any ever used for plundering a confiding public.

"12. The brutality and public be-dawned service that has characterized the private operations of privately owned traction lines in New York city during sixty years and jobbery and exploitation by crooked financiers is to be relinquished and confirmed in the possession and operation of the city's own lines for two generations to come.

"13. Upon the release of the Interborough and the B. R. T. from their present contracts for a five cent fare and the purchase by the city of New York of all of the elevated and surface lines now privately owned and operated, all of such lines and the city's subways are to be turned over to the Interborough, the B. R. T. and the surface lines (under new names) for private operation, guaranteed against loss, for two generations to come. In other words, all of the vices, scandals, degradations and oppressions from which the people of New York city have suffered for sixty years at the hands of unscrupulous railway operators count for nothing in experience, and the properties owned and acquired by the city with the public's money are to be left to the exploitation of those whose sole interest is the toll which they can exact from a helpless and betrayed populace.

"14. The Interborough under a new name gets back for operation at an increased fare and no taxes the very same lines it now operates at a five cent fare.

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"16. The surface lines of the New York Railways and others now operated under franchise obligations for a five cent fare are to be operated by a company with a new name at an increased fare.

"17. When the Transit Commission says that the Manhattan Elevated and the New York Railways and other lines now privately owned are to be acquired without cost to the city by mortgaging out of earnings the valuations fixed by the Transit Commission, it means that fares are to be increased and out of the increase the present security holders are to receive a price acceptable to them and guaranteed by a purchase money mortgage under which they can take back their lines whenever through mismanagement or default the private operators of the city's lines fail to meet their obligations. It is anticipated that they will fail to meet their obligations, otherwise a purchase money mortgage would be unnecessary.

"18. The revenues from the city's own properties amounting to upward of \$150,000,000 a year are to be collected and handled by a board of control, a majority of whom are the direct representatives of the Interborough, the B. R. T. and surface railways, and one other to be agreed to by them.

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